UNCLE SAM'S PRINTERS.

THOMAS E. BENEDICT, THE NEW PUBLIC PRINTER, AND HIS WORK.

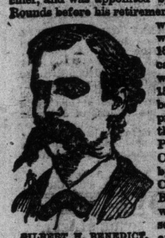
The Largest Publishing House in the World—A Monument to the Garrulity of Congress, and the Natural Desire to See Their Forensic Efforts in Print.

The office of public printer, that was for so long a time a bone of contention, has at last been handed over to Mr. Thomas E. Benedict, of New York, who was not an applicant for the position, and whose name was not even thought of by wiseacres in connection with the place.

THOMAS E. BENEDICT.

Thomas E. Benedict was born at Warwick, Orange county, N. Y., in 1839. His education was obtained at the common school and at the Warwick institute. He engaged in teaching during his early years, and drifted thence into a railroad office, and finally into bookkeeping. He always had an affinity for printing offices, however, and, wherever he lived, was sure to be an industrious correspondent of the local newspaper. He moved to Ulster county in 1863 as a bookkeeper of the Ulster Iron Rolling mill, and in 1870 started The Ellenville Press in partnership with his brother, G. H. Benedict. The paper gained a reputation for its vigorous Democracy, and in 1873 the firm purchased The Banner of Liberty, which they conducted as a staunch Democratic weekly, gaining for it a circulation that extended to every state and territory of the Union. In 1879 Mr. Benedict was elected to the New York legislature and was re-elected for four successive terms, each year by an increased majority. There he gained the confidence and friendship of Governor Cleveland, Daniel Manning and other leading Democrats, and in 1884 was appointed deputy comptroller, which office he has since filled. He is known especially for his executive ability and unblemished integrity.

Mr. Gilbert H. Benedict, the new chief clerk to the public printer, is a brother of his chief, and was appointed by Public Printer Rounds before his retirement. Mr. Benedict was born at Warwick, N. Y., in 1846, and was educated at the Warwick academy. At 15 years of age he began work at the printer's trade in the office of The Putnam County Courier, then edited by his brother, Capt. Charles E. Benedict, who afterward died in the service of the Union army. From there he went to Newburg, where he set type on the old Newburg Telegraph, and thence gravitated to New York city, where, for nearly ten years, he worked in the largest book and job printing concerns in the metropolis. After one or two attempts at country newspaper editing, he formed a partnership with his brother, T. E. Benedict, in conducting The Ellenville Press and Banner of Liberty, of which paper he has been sole proprietor for the past three years. He was a member of Typographical Union No. 6, of New York, during his residence in that city, and is a stanch advocate of labor organizations and the rights of workingmen.



GILBERT H. BENEDICT.

THE GOVERNMENT PRINTING OFFICE.

The mammoth establishment that Mr. Benedict assumes charge of is the largest printing office in the world and located a mile north of the Capitol in what was once called "swampoodle." It requires an army of 2,500 men and women the year round, with a pay roll of about $135,000 per month to turn out its productions. Over 3,500 tons of paper are fed into the capacious maw of this monster to be evolved into blanks, pamphlets, maps, elegant bound books, in fact everything possible in the way of printed matter. The capacity of this establishment is practically unlimited and the speed with which it can execute work cannot be excelled anywhere. As congress has ordered the printing of every bill when introduced, and reprinted every time an amendment is adopted, and as some of these bills are amended as often as thirty-seven times the numbers of copies of bills printed during a session of congress amounts to millions upon millions. The copy of a bill or report in congress, making fifty or sixty large printed pages, may be received at 10 o'clock in the morning and in two or three hours the printed and stitched or bound copies will be laid on the desks of members. The Congressional Record reports the doings of congress daily, and contains more matter than two ordinary daily newspapers, and yet let the night session be long or short The Record, containing a verbatim account of the day's doings, will be on each member's desk before the opening of the following day's session. To do this a wagon is kept going day and night collecting copy and returning proofs of speeches to the members for corrections.

The press room contains nearly 100 of the most improved printing presses, from which are delivered each hour about 100,000 sheets of printed matter. Thirty immense ruling machines are in constant use in the bindery, and in the folding room, as elsewhere, the latest and most improved machinery is used to facilitate the work. A brief history of government printing is as follows:

In the first session of the First congress, 1789, the printing of bills and journals was done under the secretary of the senate and clerk of the house. In 1794 a specific appropriation was made for "firewood, stationery and printing work," $10,000. In 1808 the president's message was the first document printed.

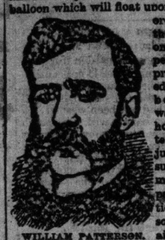
In 1819 each house elected its own printer for the session. The printers to congress now became affluent and entertained handsomely. These also gave rise to the party newspaper organ system. The most noted were Gales, Seaton, Blair and Rives. The printing of the Twenty-seventh congress cost $200,000. In 1846 the contract system was adopted. In 1852 the office of superintendent of public printing was created. In 1876 the office was changed from congressional to public printer, and appointed by the president. Mr. A. M. Clapp, Mr. John D. Defrees and Mr. Sterling P. Rounds were the predecessors of Mr. Benedict. The cost of the government printing is now about $2,500,000 per annum.

STERLING P. ROUNDS.

AN AIR STEAMER.

The Steam Balloon Invented by William Patterson, San Francisco.

Now comes Professor William Patterson, bridge builder, actor, hunter, squatter, trapper, soldier and inventor, of San Francisco, and solemnly avers that he has constructed a balloon which will float upon the air like an ordinary balloon on the one hand, and on the other will permit itself to be propelled and steered by steam, like a boat upon the water. All must hope that Mr. Patterson's faith will be justified by the results. His balloon may not yet be the particular invention which will solve the problem of air navigation, yet let no one doubt that the problem will be solved. If Professor Patterson does not do it, then somebody else will. This is the age of wonder.



WILLIAM PATTERSON.

Mr. Patterson has invented a number of articles in his time. One of them is an auger which cuts a square hole. He is a disabled soldier and wears a G. A. R. badge.

For twenty years he has been studying about this steam balloon. He thought by day and dreamed by night. At last his mingled dream and thought have taken material form in the machine shown in the picture.

It will be observed that this balloon, like the steamship and sail boat, takes the shape of a bird or fish, those creatures which travel at ease through air and water. This is a point in its favor. The whole machine is 180 feet long. In its widest part it is 48 feet. It has a lifting power of 17,000 pounds. A unique feature is its propelling power. This consists of 3 separate engines of 12 horse-power each, 36 horse altogether. They work either together or separately. A parachute of 11,000 square feet is attached, to save the air travelers in case of accident. It lies folded upon the side of the balloon, but can be unfurled almost instantly, the inventor says. Great arms or ribs are shot out and the covering straightens itself upon them. The parachute is opened and closed by the balloon's steam machinery. The car is 12 feet deep. The balloon part alone is 34 feet high. The entire height, bag, car and wheels and wheel shafts is 54 feet. The whole machine weighs 9,500 pounds and cost $16,000.

PATTERSON'S STEAM BALLOON.

The man who had faith enough in this air steamer to advance money to help build it was not one of the California millionaires, as one might expect. It was a person who was himself a practical aeronaut, Professor Carl Meyers, of New York. The fact that he, with his experience, put in his money to construct the thing, scores a long mark in its favor.

The car part consists of hickory or white ash ribs, veneered with birch. It is flat-bottomed. The balloon or inflated part is divided into three compartments by strong, white cotton sheeting. This prevents the rush of gas to one portion of the balloon. The bag is itself made of the strong, white cotton cloth, of triple thickness at the top. The danger of bursting is thereby lessened.

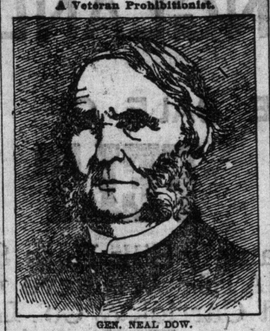
The bag is inclosed in a net of flat woven linen bands, with a three-inch mesh. The netting is attached to the car by iron hooks, caught into eyelets in leather straps.

Professor Patterson has expected for two years to make the attempt to cross the continent from San Francisco to New York, but circumstances have thus far prevented his making the attempt. There is lack of money sufficient to try the experiment, for one thing. This is how it is at present with the bright idea that struck Billy Patterson. The propelling force of the machine is placed immediately at the intersection of the car and balloon, so that both can be controlled by it. The engine is thus elevated above the bottom of the car. The Herreshoff engine is employed.

The wheels that appear below the edge of the car are to catch it when it lands and to roll it upon land. They are attached to bumpers and worked with machinery, so they will not jolt and can be turned about in any direction. The propeller screws that appear beneath the car are made of hollow steel covered with green rawhide. Each screw is operated by one of the engines. No ballast is necessary. The balloon is elevated or depressed by means of the screws beneath. At the stern appears the combined rudder and propeller.

Living accommodations are provided within the car. In the bow of the air boat is seen, in the illustration, the mouth of a pipe. This supplies draft to the furnaces. The fuel employed has little bulk. The whole machine is constructed to afford the greatest strength with the least weight.

A Veteran Prohibitionist.



GEN. NEAL DOW.

Gen. Neal Dow was the originator of the bugbear to the liquor traffic known as the "Maine law" and might be termed its backbone for the past thirty-five years, or since the present law was inaugurated. Gen. Neal Dow is at present in the neighborhood of 70 years. As the portrait shows he bears some facial resemblance to England's great statesman, Gladstone. He is also active and vigorous but here the likeness ends, for Gen. Dow is a small man with a slight figure. The stern lines of his mouth indicate great firmness of character and this is carried out in his career. He has been an unflinching advocate of principle throughout his whole life. He is to-day one of the principal leaders in the movement to establish an independent national party which will have for its plank the prohibition of the sale or manufacture of spirituous liquor, except for the use of the arts and medicine in this country. This party he claims will hold the balance of power in the presidential election of 1888.

THE Y. M. C. A. OF DETROIT.

The Magnificent and Complete Structure Proposed.

The Young Men's Christian association of Detroit, Mich., after an existence of twenty years, expects shortly to possess a building large enough to meet the requirements of its institution. This association has met many reverses, but now seems to be in a flourishing condition, with a membership of over 1,000, who are entitled, for the small fee of $3 per annum, to a fine gymnasium in charge of a competent professor, evening educational classes, talks on important subjects by leading professional and business men, lectures and concerts.

THE PROPOSED BUILDING.

It is intended to be one of the most complete of its kind in the world, and, when finished, will offer unrivaled privileges to young men. It will contain a gymnasium, bowling alley, natatorium, sponge, shower and needle baths and running track. On the second floor is an auditorium capable of seating 900 people, secretary's office, reading room, small audience room and reception hall. Above this are the library, parlors, directors' room, boys' room and dining room. Still higher up is the janitor's department and class rooms.

TWO FAMOUS BRIDGES.

High Bridge, Kentucky, and a New One Across the Hudson.

In one of the most beautiful and picturesque locations in America stands High bridge, Kentucky. It spans the Kentucky river, and is the railway crossing of the Cincinnati Southern road on its track to New Orleans. Picnics to High Bridge are the fashion in summer in that region for hundreds of miles around.

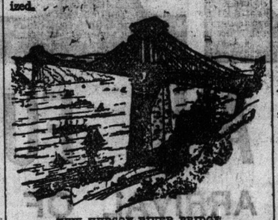
A flight of 600 steps leads the foot passenger down beside the bridge to the water below.

Once an unwary traveler fell down the steps and was killed.

HIGH BRIDGE, KENTUCKY.

High bridge is one of the great bridges of the North American continent. Its three spans are together 1,125 feet long. It is 276 feet high. The idea of a bridge at this romantic spot is more than a generation old. It was first attempted to be carried out by the Lexington and Danville Railway company. They planned a suspension bridge. The president of the company had such faith in it that at his own expense he constructed the towers that appear in the illustration. Then the organization failed, and the towers stand to this day a monument of blasted hopes.

The Cincinnati Southern company bought the road bed of the former concern and built across the river a bridge of the ordinary construction, in which the towers were not utilized.



NEW HUDSON RIVER BRIDGE.

The bridge across the Hudson river at Peekskill is not built yet, except upon paper. It is not, but it is to be by the 1st of January, 1888, its charter says. The Union Bridge company, of New York city—Gen. W. C. Hurd, president—has the contract for its construction.

It is to be a suspension bridge, patterned after those at Brooklyn and Cincinnati. Peekskill is a picturesque and wealthy town on the left bank of the Hudson, forty-two miles north of New York city, chiefly noted for being the summer home of Henry Ward Beecher. Close by is Anthony's Nose, a mountain 1,500 feet high. The bridge will cross from the side of this mountain, at a height above the Hudson river of 193 feet. This will leave room below for the passage of ships and steamers. Washington Irving in his highly veracious history says the mountain got its name from the nasal organ of Anthony Van Corlear. The bridge will cross from Anthony's Nose to old Fort Clinton on the west bank. The height above the water of the towers supporting the cables will be something tremendous, 310 feet.

It is proposed to connect on the west side of the river with the Erie railway, the Lehigh and Hudson, the New York, Susquehanna and Western, the Ontario and Western, the Central Railroad of New Jersey, the Pennsylvania railroad, the Reading, the Baltimore and Ohio, the New Jersey and New York, the Delaware, Lackawanna and Western, the Pennsylvania and Slatington and the West Shore railroads; on the east side of the river with the New York Central and Hudson River railroad and the New York City and Northern railroad—thus giving direct communication with the elevated railway system of New York city and the New York and Harlem, the Housatonic, the Naugatuck, the New York, New Haven, Hartford and Springfield, and the New York and New England railroads; a direct all-rail connection between the great western and southwestern states and all New England, the western river counties of New York and the city of New York.

"In Trade" for Pastime.

Thanks to the introduction of the practice in England, it is getting to be quite fashionable to be "in trade" here. But to be "in trade" and be fashionable, too, you must possess enough money to be independent of trade. That is to say, you may dabble in coals or wine, if you choose, or run a line of hansoms, but you must do it for pastime, not because you have to. The moment you prosecute trade as a necessity your caste vanishes and you become a mere nobody whom "our set" cannot afford to be intimate with at any price.—Alfred Trumble in New York News.

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Brewer and Maltster,

QUEEN ST. EAST, TORONTO.

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Special attention is directed to my

India Pale and Amber Ales in Bottle,

which are noted for purity and fine flavor.

A fine stock on hand for the Holidays. Ask for the Dominion Brands, and see that it has my label on it.

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ENGLISH - HOPPED ALE

in wood bottle, warranted equal to best BURTON brands.

"XXX" PORTER

Warranted equal to Guinness' Dublin Stout, and superior to any brewed in this country, Canadian, American and Bavarian Hopped Ale and Porter. Our

"PILSENER" LAGER

has been before the public for several years and we feel confident that it is quite up to the best produced in the United States, where Lager is fast becoming the true temperance beverage; a fact however, which some stands in Canada have up to the present failed to discover.

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Choice Liquors, Cigars, Etc.

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BEST DRAUGHT AND BOTTLED

ALE AND PORTER,

FOR FAMILY USE.

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FOR FAMILY USE

GO TO 135

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ANCASTER MINERAL SPRING AND MANSION.

The above famous spring is situated on the Hamilton Mountain Range, 9 miles from the City of Hamilton, 3½ miles from the town of Dundas and 1 mile from Ancaster village. The Mansion of white brick, built in gothic style, is elegantly furnished throughout, and invalids suffering from Rheumatism, Malaria, Asthma, Catarrh, Constipation, Dyspepsia, Skin diseases and Lung troubles will find immediate relief from the dryness and purity of such an elevated atmosphere, added to the magical qualities of the water. For circulars and further particulars address J. H. Smith, box 52 P. O. Ancaster, or R. A. Smith, 8 Adelaide-street east, Toronto. 6

PILES. Instant relief. Final cure in 10 days, and never returns. No purge, no salve, no suppository. Sufferers will learn of a simple remedy Free, by addressing C. J. MASON, 78 Nassau St., N. Y. 264

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He will mark his Goods down at special low prices during the Exhibition weeks.

His thousands of customers and the public generally will note this, and all in want of a real nice style should take the opportunity afforded. His Goods as to quality cannot be equalled on the continent of America. 39

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SPECIALTIES:

Deformities and Chronic Diseases.

NERVOUS DEBILITY (induced by early indiscretions and excesses), impotence, sterility, varicocele, and all forms of private disease thoroughly and effectually cured.

PILES — Itching, blind, bleeding, external, internal, and all forms, cured without operation.

RUPTURE—Try my truss; it will not disappoint you.

VARICOSE VEINS of the legs successfully treated. Impurities of the blood; diseases of the skin; kidney and bladder affections; diseases of the ear, nose and throat; weak lungs, spitting of blood; constipation, biliousness, headaches, and all chronic diseases where experience and skill are necessary.

Appliances for all kinds of deformities.

Consultation personally or by letter free. Send for Circular. Hours—9 a.m. to 5 p.m., and 7.30 to 8. 143 King-st., cor. Jarvis, Toronto. 36

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Specialist, Nervous Debility, Impotence, Obstacles to marriage, and all private diseases successfully treated and cures guaranteed. Dr. S. can be consulted from 10 to 12, 3 to 5, 7 to 9 on all diseases of a private nature requiring skill and experience. Letters answered confidentially, and pamphlets sent free when stamp mentioned. The Dr.'s office is so arranged that persons consulting him cannot be observed by others. Medicines put up under his personal supervision. Entrance to office through drug store. 151 King street west, Toronto.

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Dose—One Glass full four times a day.

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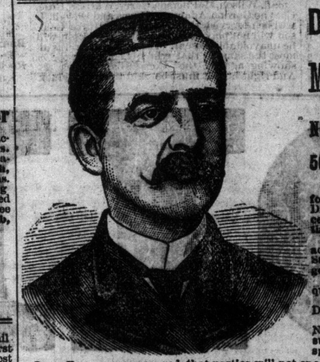

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Our offices are so arranged that parties will not encounter one another.

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Sufferers are not generally aware that these diseases are contagious, or that they are due to the presence of living parasites in the lining membrane of the nose and Eustacian tubes. Microscopic research has proved this to be a fact, and the result is that a simple remedy has been formulated whereby these diseases are cured in from one to three simple applications made at home. A descriptive pamphlet is sent free on receipt of stamp by A. H. Dixon & Son, 305 King-street West, Toronto, Canada.

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